

Minutes
Saline County, Route 41
Job No. J3P3093
Pre-bid Conference
November 13, 2020
9:00 a.m. to 9:34 a.m.
WebEx Virtual Meeting

I. INTRODUCTIONS

- A. Have everyone introduce him or herself.
 - i. Name
 - ii. Company / MoDOT & position with.

MoDOT

Reid Riley - Resident Engineer
Shelie Daniel - Design Liaison Engineer
Travis Stump - Structural Hydraulics Engineer (Bridge)
Perry Allen - Assistant District Engineer
Debbie Huffman - Transportation Project Manager
Richard Shipley - Area Engineer
Regina Shipley - Transportation Project Designer
Larry Scheperle - Senior Construction Inspector (Multimodal)

External

Mark Lindenmeyer - KC Southern Railroad
Brett Hall
Jeremy Bexten - Emery Sapp
Jaimie Loch
Tim Schmidt

II. PROJECT OVERVIEW

- A. Scope of Project – Redeck Bridge A2875 over Route O and RR in City of Marshall
- B. Schedule
 - i. Letting – November 20, 2020
 - ii. NTP - January 4, 2021
 - iii. Completion Date – December 1, 2021
 - iv. Calendar Days = 128
- C. Final Layout –
 - i. U.I.P. & Redeck Existing (31'-41'-58'-41')(4'-55'-85'-55'-42')
Continuous Composite Wide Flange Beam & Plate Girder Spans
 - ii. Final Roadway Width – 44'0" plus 16" Type D Barrier Curbs
 - iii. Alignment: Tangent
 - iv. Grade: Match existing +/- (absorb ¾" UBAWS into haunch ht)
 - v. Loading: H20-44 (1969) HS20-44 (New Construction) – No Load Posted

III. RIGHT OF WAY STATUS – No Right of Way

IV. CONSTRUCTION STAGING

- A. MO 41 Closed with signed detour on state routes
- B. Route O – at least one lane of traffic open, property owner access

V. UTILITIES – No known conflicts/adjustments

VI. JOB SPECIAL PROVISIONS

- A. Roadway – Debbie Huffman
- B. Bridge - Travis Stump

VII. RAILROAD COORDINATION

- A. Kansas City Southern Railway Company – Mark Lindenmeyer

Mark discussed the railroad JSP and asked the contractors to abide by the Safety Guidelines, submit demolition plans, right of entry, insurance, and safety net over railroad plans as soon as they can after notice to proceed.

Roadway worker training is not included in the JSP's anymore. A railroad flagger is still needed. Will need plans to determine how long a flagger is needed. Flaggers still have to be qualified by KC Southern. There is a cost per day for flaggers.

Maximum time needed for reviews is around 30 days.

Follow up from Mark Lindenmeyer on other questions asked by the contractors. Mark reminded everyone that this information is an estimation of current conditions and that it is not guaranteed for next year :

They bidding contractors asked the following:

- 1) What's the average train speed? 40mph*
- 2) How many trains per day? 2*
- 3) What is the maximum window length they can expect in that area? 8 hours, could do more if work days were shortened*

They have 128 calendar days beginning Jan 2021. They were also asking if there were better times of the year for work. Late Spring

VIII. CONTRACTOR QUESTIONS

No time restrictions for closure of Route O for Bridge Demo.